

Planning

Growth & Development

Delegated officer report for planning application

Application no. 145440/FH/2026

Date registered valid: 16 March 2026

Proposal: Erection of a detached single-storey garage to the rear, replacement of existing timber boundary fencing with walls to the side and rear, installation of a new permeable driveway and creation of a new vehicular access and gated entrance; and installation of a wall-mounted electric vehicle (EV) charging point.

Address: 34 Falls Green Avenue, Manchester, M40 2BL

Ward(s): Miles Platting & Newton Heath Ward

Applicant: Mrs Ebere Uzowulu

Agent (if any): Mr Michael Eze

Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 11 May 2026

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 1 April 2026

Standard consultations:

Printed: 25 March 2026 Expired: 17 April 2026

Neighbour notifications

Printed: 20 March 2026 Expired: 12 April 2026

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

The current application relates to 34 Falls Green Avenue within the north Manchester ward of Miles Platting & Newton Heath. The application site relates to a two storey detached, corner dwellinghouse located within a predominately residential new build development (see planning history for further details). The existing gable elevation of the property is sited along the boundary with the back of pavement. The property has a recently approved part single, part two storey rear extension, as well as benefitting from off street car parking space to the rear, garden area to the front and secure site with boundary fencing to the rear.

At the time of the site visit, 2no. trees were sited within the front amenity space.

Description of area

The immediate context is residential in nature. The applicant site sits within the Ceylon Street development (see planning history details below) which now connects into the Astoria Avenue new build estate.

The applicant site sits within residential accommodation to the north of Oldham Road, a key road in and out of the city. Further north of the site sits the Newton Heath train depot.

Description of development

The current application seeks planning permission for the erection of a detached single-storey garage to the rear, replacement of existing timber boundary fencing with walls to the side and rear, installation of a new permeable driveway and creation of a new vehicular access and gated entrance; and installation of a wall-mounted electric vehicle (EV) charging point.

The applicant seeks to have an enclosed off street parking provision with the erection of the proposed garage. The driveway to the front would allow a car to be charged via the proposed EV charger. As existing, it is understood the applicant has an EV charger on the rear elevation of the host dwelling, however due to constraints with the cable, it has resulted in the applicant parking on their rear garden, in order for the cable to reach the car.

The garage to the rear would be set back from the northern boundary of the site by 2 metres and would have approximate dimensions of Height: 2.8 x Length: 6.6 x Width: 4.1 metres. The garage would be made from brick and block construction and a flat roof with a fall, to match the host dwelling as closely as possible. The garage door would be an up and over door finished in anthracite grey, and the pedestrian door would be a single external GRP composite door in colouration to match host dwelling.

The existing wooden fencing would be amended to brick walls with the same height of 1.8 metres along the northern boundary of the site. In order to try and improve the sense of visual permeability from the proposed garage, part of the side wall would be made of brick walls with railings above. A new brick wall with a height of 1 metre with railings above would be sited to the west to enclose the space between the garage and the private rear garden. A new pedestrian wooden gate would be inserted in the proposed northern boundary.

A new permeable driveway would be created to the front of the property with a width of 5.5 metres and a length of 5.6 metres. The front boundary would be amended to have a set of double gates and a pedestrian gate. Such would be made from railings and low brick walls with metal railings on top. The brick piers at the highest point would have a height of 1.35 metres and the gates a height of approx. 1 metre.

A wall mounted EV charging point would be inserted on the front elevation of the host dwelling. The product to be used would be a Pod Point Solo 3 charger with a minimum output of 7Kw. Such works could be undertaken through the route of Permitted Development.

Negotiations during the Course of the Application

Plans were amended to reflect the situation on site in relation to trees.

The LPA and developer had continued discussions about the most appropriate way to improve visual permeability as a result of the proposal. This has resulted in the change to the size of the garage and set back from the highway, and amendments to boundary treatment.

Planning History

125740/FH/2019- Erection of part single, part first floor rear extension to form additional living accommodation.
Approved 11 February 2020.

The permission for the development of the wider site is as follows:

081913/MO/2007/N1- Land Off Ceylon Street- RESERVED MATTERS APPLICATION for residential development comprising the erection of 45 houses, (23 with three bedrooms, 18 with two bedrooms, four with four bedrooms), and one three storey block of 12 x two bedroom flats, with ancillary car parking and landscaping. Layout, scale, appearance and landscaping to be considered.

Approved 23 April 2007.

071163/OO/2004/N1- Land Off Ceylon Street- OUTLINE APPLICATION for residential development, means of access to be considered.

Approved 5 April 2006.

Consultations & Notification Responses

Local Residents

Local residents were consulted and no responses were received.

Highway Services

The following comments were received from colleagues in Highway Services:

Parking and access

- o The site has an existing driveway with access from Falls Green Avenue, located to the rear of the site.
- o It is noted that the proposed works will impact the existing car parking arrangement.
- o A new driveway with dropped kerb is proposed to the front of the site off Falls Green Avenue.
- o *The proposed driveway appears to impact the existing utility connection/chamber adjacent to the front of the property.
- o A new single storey garage is proposed to the rear of the site. The Proposed Garage Plan indicates that 1no. car parking space will be accommodated within the garage.
- o It should be noted that all individual driveway parking spaces should be a minimum of 3.0m x 6.0m to ensure that vehicles / pedestrians do not impact on the adopted highway.
- o Similarly, garage dimensions should be 3.0m x 6.0m.
- o *Clarification is therefore sought on the dimensions of the proposed driveway and garage. This should be shown on an updated dimensioned plan.
- o *Existing street lightings are located adjacent to the proposed driveway and garage. It is unclear whether the presence of the streetlights will affect access to the driveway and garage - Further clarification is sought.
- o *It is recommended that the applicant liaises with MCCs Street Lighting Team (streetlighting@manchester.gov.uk) to discuss the potential requirement for relocating the existing street lighting columns. Please note that any relocation will be at the applicant's expense.

Off-site highways works

- o Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed vehicular access and dropped kerbs on Falls Green Avenue. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.
- o It should be noted that a maximum of double dropped kerbs for vehicular access on

the adopted highway is accepted.

EV charging:

- o An EV charger is proposed within the site boundary - Acceptable in principle.
- o *It should be ensured that the EV charging unit is a minimum of 7kW.

Boundary treatments:

- o It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.
- o The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Refuse and servicing:

- o Confirmation is sought as to whether the existing bin storage and refuse collection arrangements will remain unchanged.

Construction management:

Informatives were suggested in respect of construction management.

Additional comments received 8 April 2026:

- o An existing Openreach/BT access chamber is located to the front of the property. To accommodate the proposed driveway, the applicant will need to liaise directly with Openreach/BT to replace the existing footway-rated cover and frame with a carriageway-rated specification, as the current arrangement is not suitable to withstand the weight of a car.
- o A pedestrian visibility splay is required for the proposed garage space. This should be shown on a dimensioned plan.

MCC Neighbourhood Officer (Arboriculture)

Although not directly consulted, the Neighbourhood Officer (Arboriculture) was contacted in respect of the tree to be removed as a result of the proposal. The Officer confirmed they would have no objection to the proposed removal of the tree.

Issues **POLICY**

The National Planning Policy Framework (December 2024)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective
- b) a social objective and
- c) an environmental objective.

The following specific policies are considered to be particularly relevant to the proposed

development:

- i. Chapter 8. Promoting healthy and safe communities.
- ii. Chapter 12. Achieving well-designed places.

Draft National Planning Policy Framework (16th December 2025)

The government has published a consultation National Planning Policy Framework which is intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making.

Of relevance to the application proposals the draft NPPF makes it clear that local planning authorities should amongst other things:

- Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision.
- Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals.
- Decisions on development proposals should apply a presumption in favour of sustainable development and this means that for development within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

The Core Strategy is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. Of relevance are:

- Policy DM1 (Development Management);
- Policy SP1 (Spatial Principles) (partially superseded by PfE);
- Policy T1 (Sustainable Transport) (partially superseded by PfE);
- Policy T2 (Accessible Areas of Opportunity and Need) (partially superseded by PfE);
- Policy EN15 (Biodiversity and Geological Conservation).

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

DC1. Residential extensions

DC1.1 states that in determining planning applications for extensions to residential properties, the Council will have regard to:

- a. The general character of the property;
- b. The effect upon the amenity of the neighbouring occupiers;
- c. The desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- d. The overall appearance of the proposal in the a street scene;
- e. The effect of the loss of any on-site car parking.

DC1.2 states that extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

- a. They are not excessively large or bulky (for example resulting in structures which are not subservient to original houses or project out too far in front of original buildings);
- b. They do not create undue loss of sunlight, daylight or privacy;
- c. They are not out of character with the style of development in the area or the surrounding scene by virtue of design, use of materials or construction details.
- d. they would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

DC1.3 Notwithstanding the generality of the above policies, the Council will not normally approve:

- a. rearward extensions greater than 3.65m (12 ft) in length;
- b. 2-storey extensions with a flat roof, particularly those which would be visible from the public highway;
- c. 2-storey extensions to terraced properties which occupy the full width of the house;
- d. flat roofed extensions to bungalows;
- e. extensions which conflict with the Council's guidelines on privacy distances (which are published as supplementary guidance).

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007.

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

Of relevance are paragraph 2.7, paragraph 2.14 and paragraph 2.16.

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

The Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given full weight in the planning balance.

The following policies are relevant:
i.JP- S1- Sustainable development

ISSUES

Principle of Development

The current application seeks planning permission for the erection of a detached single-storey garage to the rear, replacement of existing timber boundary fencing with walls to the side and rear, installation of a new permeable driveway and creation of a new vehicular access and

gated entrance; and installation of a wall-mounted electric vehicle (EV) charging point. The scheme has been subject to several amendments to try to overcome the LPA's concern to improve visual permeability as a result of the placement of the garage in proximity to the highway. Following such amendments and given the proposal would increase the functionality of the property in respect of car parking and charging an electronic car, the principle of development can be supported in this instance. However, consideration must be given to the proposal's appearance, impact on the visual amenity of the area, impact on the neighbouring properties' residential amenity and impact to pedestrian/ highway safety for the proposed boundary treatment. As the property is to remain a single family dwelling house, it is not considered that the proposed extension would give rise to any significant additional waste or car parking pressures.

Residential Amenity

The proposed garage is for parking the applicant's car in an enclosed space. A condition to this effect would be attached to any approval granted to ensure the garage is only used in the manner proposed and so that the garage does not become used as additional accommodation. This is considered to reduce any harm in respect of residential amenity.

Given the height of the garage (2.8 metres at the highest point) against the existing 3 metre high boundary wall separating the applicant site with no.36 Falls Green Avenue, it is not considered the neighbour would feel the additional built form and so not give rise to any adverse residential harm.

Although the garage would be sited against the common boundary with no.32 Falls Green Avenue to the south, given the 2.8 metre height and given adequate space would be retained along the shared boundary, it would not give rise to an overbearing feature to the detriment of overshadowing or creating an overbearing implication. Due to the position of doors and the separation from the proposal to the neighbour's house, the proposal would not give rise to any adverse loss of light or privacy implications.

Visual Amenity

The set back of the garage by 2 metres from the northern boundary of the site is considered to ensure the garage does not give rise to visual harm within the streetscene, and ensures the garage does not appear as over dominating within the streetscene.

The introduction of the elements of metal railings and red brick walls would be in keeping with the existing form of boundary treatment that can be seen at the front of the property, and so is considered sympathetic to the existing development on site.

It is noted that the applicant wishes to change the existing timber 1.8 metre fencing along the northern boundary to mostly brick wall, with some instance of black railings. Having reviewed the boundary treatment scheme under the approval of the site see planning ref: 081913/MO/2007/N1, other properties to the west of the applicant site within the estate benefit from red brick walls at the back of pavements (see no. 12, 10 and 7 Falls Green Avenue). As such, the change to the brick wall would be in keeping with the style of the boundary treatment within the wider estate.

Some details of the proposed materials have been provided for review as part of the submission. However, full and final details are required so that the LPA understands the

materials, product and specification for each element of development. A condition to this effect would be attached to any approval granted.

Impact to Highway

Colleagues in Highway Services reviewed the proposal.

In respect to the driveway to be created at the front of the property, a new dropped kerb is proposed to the front. Colleagues did not raise any concern about the proximity of the dropped kerb to the junction given the quiet location of the estate.

Colleagues noted the proposed driveway appears to impact the existing utility connection/chamber adjacent to the front of the property. Whilst such matter is for BT/ Open Reach the applicant has been informed of such conflict and an informative reminding the applicant of such would be attached to any approval granted.

Existing street lightings are located adjacent to the proposed driveway. Colleagues recommended that the applicant liaises with MCCs Street Lighting Team to discuss the potential requirement for relocating the existing street lighting columns.

The applicant would need to enter into Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed vehicular access and dropped kerbs on Falls Green Avenue. An informative to this effect would be attached to any approval granted.

Colleagues requested any boundary treatment be visually permeable above a height of 600mm. However, given permitted development rights allow boundary treatments 1 metre in height against a highway with no level of visual permeability, such request is considered onerous. The height of the boundary treatment shown is considered to respond sympathetically to the existing circumstances at the site.

Proposed Garage and Impact to Highway

Colleagues requested the internal dimensions of the garage be 6x3 metres. In this instance, the internal space measures 6 x 3.6 metres and the proposed garage exceeds the requirements. The initial scheme involves the erection of a garage up to the back of pavement with a solid wall and the change from 1.8 metre timber fencing with some sense of visual permeability to solid brick wall up to a height of 1.8 metres. Concern was raised this would lead to conflict with a car pulling out of the garage with pedestrians along Falls Green Avenue.

Colleagues in Highway Services requested a pedestrian visibility splay for the proposed garage space. Due to the constraints of the site as existing, and the difficulty to achieve a 2x2 metre visibility splay, the LPA requested measures in which the visibility could be improved.

The garage was reduced in size and set back from the boundary with the back of the pavement by 2 metres, which is considered to help the motorist with visibility when exiting the garage.

The southern boundary wall is amended to have a gradient of brick wall with railings above at the point of intersection with the point closest to the garage. Whilst such design is unusual to have the gradation infilled with the railings, the LPA do not believe it would give rise to significant visual harm.

To enclose the area in front of the garage and the applicant's rear amenity space, a 1 metre brick wall with 800mm railings above is proposed. Although such boundary treatment would effectively separate the garage area with the rest of the garden, it is considered necessary to improve the sense of visibility. Further, this section of fencing could be installed without the benefit of consent.

The agent and applicant were asked to consider a reduction in the height of the existing 3 metre fence to the east of the site. Such fence is historic and relates to 2 new build housing estates being brought together to form one, which is evident when looking at Google Maps historic imagery. The LPA understand the fence is not within the applicant's ownership and so focus has been placed upon those areas of the design that could be amended.

Given such alterations which has responded to the constraints of the site, the proposal is not considered to give rise to significant harm to pedestrian and highway safety.

Proposed Front Driveway for Parking

A new permeable driveway would be created to the front of the property with a width of 5.5 metres and a length of 5.6 metres. Whilst it is noted that this is slightly short of Highways 6x3 metre requirements, the car parking to the front would copy the provision of off street parking for no.32 Falls Green Avenue and so is considered acceptable when understanding the existing circumstances of the estate.

A wall mounted EV charging point would be inserted on the front elevation of the host dwelling. The product to be used would be a Pod Point Solo 3 charger with a minimum output of 7Kw. Such works could be undertaken through the route of Permitted Development and are considered acceptable to the LPA.

Removal of Tree

The tree within the front amenity space closest to neighbour no.32 Falls Green Avenue would need to be removed as part of the works. The Officer confirmed they would have no objection to the proposed removal of the tree.

Refuse

Space would still be retained for bins to be stored within the curtilage of the property. No issues arise in respect of such matter.

Other Legislative Requirements **Equality Act 2010**

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a proactive manner and have worked with the agent to find an acceptable solution to issues raised. Appropriate conditions would be attached to any approval granted.

Condition(s) to be attached to decision for approval

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Documents:

- Application Form, received by the City Council as Local Planning Authority on 16 March 2026.
- Design & Access Statement, received by the City Council as Local Planning Authority on 16 March 2026.
- Supporting Information- EV Charger Specification, received by the City Council as Local Planning Authority on 10 April 2026.

Drawings:

- Proposed- Elevations, ref: pr010 R6, received by the City Council as Local Planning Authority on 10 May 2026.
- Proposed- Garage Drawings, ref: pr011 R6, received by the City Council as Local Planning Authority on 10 May 2026.
- Proposed- Site Plan, ref: pr012 R6, received by the City Council as Local Planning Authority on 10 May 2026.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) Notwithstanding the details submitted as part of the application, no above ground construction works shall take place until details/samples of the materials to be used in the construction of the external surfaces of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details/samples.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and the requirements of the National Planning Policy Framework.

4) The boundary treatment works shown on the approved plans 'Proposed- Elevations, ref: pr010 R6', received by the City Council as Local Planning Authority on 10 May 2026 and 'Proposed- Garage Drawings, ref: pr011 R6', received by the City Council as Local Planning Authority on 10 May 2026, shall be implemented as part of the development and be in place prior to the first occupation of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification), no boundary treatment shall be erected on site other than that shown on the approved plans.

Reason - In the interest of visual amenity and security of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

5) The detached outbuilding hereby approved shall only be used as incidental accommodation in connection with the existing residential property 34 Falls Green Avenue and for no other purpose.

Reason - In the interests of visual and residential amenity, pursuant to policy SP1 and DM1 Core Strategy for the City of Manchester.

Informatives

1) Highway arrangements

An existing Openreach/BT access chamber is located to the front of the property. To accommodate the proposed driveway, the applicant will need to liaise directly with Openreach/BT to replace the existing footway-rated cover and frame with a carriageway-rated specification.

It is recommended that the applicant liaises with MCCs Street Lighting Team (streetlighting@manchester.gov.uk) to discuss the potential requirement for relocating the existing street lighting columns. Please note that any relocation will be at the applicant's expense.

The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.

The applicant is required to discuss and agree any requirements for temporary traffic and pedestrian management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.

The applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed vehicular access and dropped kerbs on Falls Green Avenue. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

Appendix 1 – List of consultees & neighbours notified

Highway Services

53 Falls Green Avenue, Manchester, M40 2BL
14 Falls Green Avenue, Manchester, M40 2BL
12 Falls Green Avenue, Manchester, M40 2BL
32 Falls Green Avenue, Manchester, M40 2BL
36 Falls Green Avenue, Manchester, M40 2BL
51 Falls Green Avenue, Manchester, M40 2BL
49 Falls Green Avenue, Manchester, M40 2BL
47 Falls Green Avenue, Manchester, M40 2BL
45 Falls Green Avenue, Manchester, M40 2BL
43 Falls Green Avenue, Manchester, M40 2BL

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA